

Transportation RFI, Interim Charge 2 Union Pacific Railroad Submission

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Corporate Information

Union Pacific (UP) is America's and Texas' premier railroad franchise. One of the country's most recognized companies, Union Pacific Railroad connects 23 states in the western two-thirds of the country by rail, providing a critical link in the global supply chain. In the last 10 years, Union Pacific invested approximately \$35 billion in its network and operations to support the nation's transportation infrastructure.

The company's diversified business mix includes its Bulk, Industrial and Premium business groups. Union Pacific serves many of the fastest-growing U.S. population centers, operates from all major West Coast and Gulf Coast ports, connects with Canada's rail systems and is the only railroad serving all six major Mexico gateways. Union Pacific provides value to its roughly 10,000 customers by delivering products in a safe, reliable, and environmentally responsible manner.

In Texas

Union Pacific owns and operates more than 6,300 miles of track in Texas, which accounts for more than half of the track mileage in the state. Additionally, UP employs 6,600 Texans, and helps support up to an additional 59,000 jobs according to a recent study by Towson University's Regional

Economic Studies Institute. Union Pacific is the only railroad company serving all twelve Texas Gulf Coast ports and the state's four active international ports of entry.

In 2019 alone, Union Pacific's payroll, purchases, and capital investments in Texas totaled \$3.2 billion – demonstrating the company's commitment to its customers and the communities it serves in the state.

Interim Charge 2 – Road Safety

Union Pacific cares about the communities it serves and partners with governmental agencies and other organizations to promote rail safety. Our Crossing Accident Reduction Education and Safety (UP CARES) program works to reduce vehicular accidents at grade crossings through rail safety education and law enforcement partnerships. While the number of highway-rail crossing collisions, deaths and injuries has dropped over the past five decades, it's still a startling fact that about every three hours in the U.S., a person or vehicle collides with a train. Union Pacific's goal is zero accidents, injuries or fatalities involving employees, pedestrians, drivers and trains.

To that end, UP recognized an opportunity to help drive incidents to zero and created the Crossing Assessment Program (CAP), a big data regressive model, to assist the FHWA, FRA, and State DOTs in their safety programs. This data is freely shared with TXDOT and local communities in an attempt to focus on areas with statistically significant factors. It is a constructive path to help reduce the largest factor of accidents: human error.

A common misconception is that railroads decide where and what types of railroad warning signals are installed at highway-rail crossings. In reality, the process is governed by a federal program since crossing signals are defined by the Federal Highway Administration as highway control devices, not railroad signals. Railroad crossing signal installations and upgrades are primarily

funded by federal safety funds, originally through "Section 130 funding," but more recently under other titles.

As such, Union Pacific urges the committee to:

- 1.) Utilize existing funds and tools to eliminate, consolidate, or grade separate highway-rail crossings in major urban areas, drilling & manufacturing locations, and places with histories of train v. vehicles or train v. pedestrian collisions, as well as blocked or occupied crossing issues.
- 2.) Advocate for continued federal funding of the federal Section 130 program.
- 3.) Utilize data, like Union Pacific's CAP model, to prioritize highway-rail crossings for signal installations and upgrades, and to expand TXDOT's ability to fund active warning device projects.
- 4.) Consider dedicating existing state funds to help communities enhance public safety on local highway-rail crossings, to include trespassing and blocked crossing mitigation.